

# Regional Transportation Plan Funding Priorities

*If Maricopa County voters were to approve an extension of the existing ½ cent sales tax, how would you spend the \$8.3 billion over the next 20 years?*

During the past two years, the Maricopa Association of Governments has completed a series of studies to determine the Valley's transportation needs for the next 20 years. More than 400 projects were identified during previous public outreach efforts. These projects were grouped into categories and a dollar amount has been determined based on the projected level of need between now and 2025.

Tell us how you would spend additional revenues on these projects by completing the following exercise. The results of this exercise will be provided to the members of the Regional Transportation Policy Committee for their review as they develop a draft regional transportation plan.

Following are 19 transportation categories. For each category there is an explanation and a dollar amount. You may spend up to the amount that is listed, but can not spend more for the project.

**Step One:** Go through the list of projects and cross out those that you feel should NOT be funded by the ½ cent sales tax extension.

**Step Two:** Go through the remaining projects and determine how much money you would spend on each project up to a total of \$8.3 billion. DO NOT EXCEED \$8.3 BILLION.

**Step Three:** Record your funding priorities and return via mail to Maricopa Association of Governments, 302 N. First Avenue, Suite 300, Phoenix AZ 85003, attn: Jason Stephens.

*List the amount you have chosen to spend on each project in your regional transportation plan. The total should add up to \$8.3 billion. All dollar amounts are in the billions.*

**1. New Freeways - \$6.0; \$4.5; or \$3.0**

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\$50 million per mile. Freeways under consideration: I-10 Reliever, Loop 303, Loop 303 extensions, South Mountain, Williams Gateway

**2. Fixed Route Bus Service Capital – up to \$1.0**

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Bus service that provides regular service along major streets with frequent stops. 83.6 million revenue miles per year (23 million revenue miles in 2002).

**3. Fixed Route Bus Service Operating – up to \$1.5**

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Bus service that provides regular service along major streets with frequent stops. 83.6 Million revenue miles per year

(23 million revenue miles in 2002)

**4. Widen Existing Freeways – up to \$1.5**

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Add new general purpose lanes to existing freeways, \$8 million per mile

**5. Neighborhood Circulators Capital – up to \$0.1**

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Bus service that provides circulation within a defined area. 8.9 million revenue miles per year (1.0 million revenue miles in 2002)

**6. Neighborhood Circulator Operating – up to \$0.1**

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Bus service that provides circulation within a defined area. 8.9 million revenue miles per year (1.0 million revenue miles in 2002)

**7. New HOV Lanes – up to \$1.5**

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\$8 million per mile

**8. Express Bus Service Capital – up to \$0.1**

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6.7 million revenue miles per year (Revenue miles in 2002 not available)

**9. Express Bus Operating – up to \$0.3**

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6.7 million revenue miles per year (revenue miles in 2002 not available)

**10. Freeway Bottleneck Improvements – up to \$2.6**

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Improvements to existing freeways with heavy congestion: I-10, I-17, SR 51, Loop 101, Loop 202

**11. Light Rail Extensions Capital – \$0.5; \$1.0; \$1.5**

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Light rail is powered by an overhead wire, and can either be on-street, in its own travel lane, or grade separated (underground or overhead). Light rail can share a travel lane with other vehicles, such as cars and trucks. Stations are typically one mile or less apart, depending on density and community destinations. \$50 million per mile

**12. Light Rail Extensions Operating – \$0.1; \$0.2; \$0.3**

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Light rail is powered by an overhead wire, and can either be on-street, in its own travel lane, or grade separated (underground or overhead). Light rail can share a travel lane with other vehicles, such as cars and trucks. Stations are typically one mile or less apart, depending on density destinations.

**13. New Freeway Interchanges – up to \$0.2**

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Construction of new interchanges that provide new access to the freeway system, 12 locations identified, \$16 million each

**14. Commuter Rail Capital and Operating – up to \$0.2**

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Commuter Rail is fast, long-distance transit using passenger trains in freight rail corridors. Stations, usually with park & ride lots, are located

approximately 3 to 5 miles apart. Service is usually phased in over a period of years from a peak period service (morning and evening rush hours) to an all-day service with higher frequencies in the peak period.  
32 Miles

**15. Freeway Maintenance – up to \$0.5** \_\_\_\_\_

Funds to provide for the on-going maintenance including landscape, litter control, lighting, drainage systems, etc. \$125,000 per mile per year

**16. Senior, ADA and Rural Transit Service Capital – up to \$0.1** \_\_\_\_\_

Specialized transit services including door-to-door dial-a-ride service.  
2 million revenue hours (500,000 hours in 2002)

**17. Senior, ADA and Rural Transit Operating – up to \$0.2** \_\_\_\_\_

Specialized transit services including door-to-door dial-a-ride service.  
2 million revenue hours (500,000 revenue hours in 2002)

**18. Major Street Improvements – up to \$3.7** \_\_\_\_\_

Improvements to the street grid system to remove bottlenecks and improve traffic flow across the region. 600 miles of improvements to major streets (4,800 total centerline miles in 2002).

**19. Multi-Use Paths – up to \$0.5** \_\_\_\_\_

Bicycle and Pedestrian paths, 333 miles, \$1.5 million per mile, Paving, grade separation and signalization

**TOTAL - \$8.3 Billion**

**COMMENTS:**

Mail to Maricopa Association of Governments, 302 N. First Avenue, Suite 300, Phoenix AZ 85003, attn: Jason Stephens. If you would like to receive e-mail updates on TPC's activities and the development of the draft plan, please give us your name and e-mail address:

Name: \_\_\_\_\_ E-mail: \_\_\_\_\_